(No Model.)

F. A. PARKER.

CHILD'S CHAIR.

No. 342,841. Patented June 1, 1886.

Fig: 1.

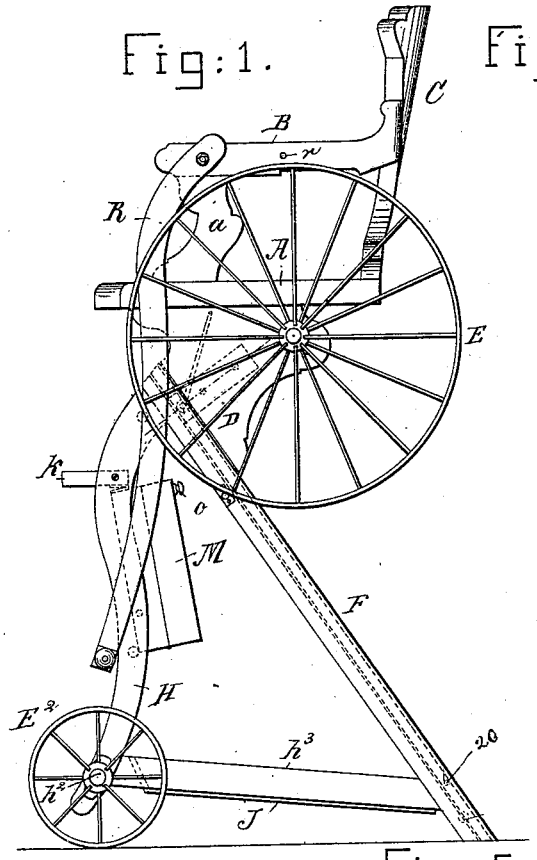


Fig: 2.

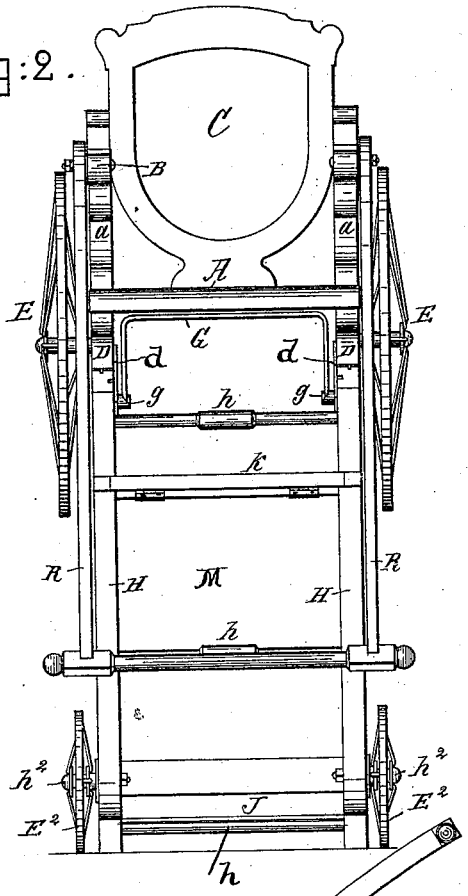


Fig: 5.

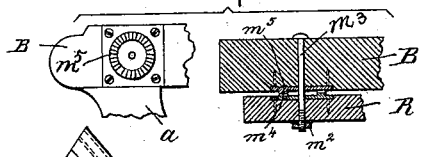


Fig: 4.

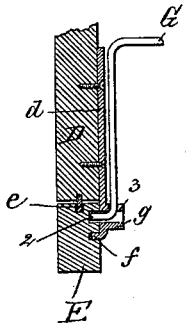


Fig: 3.

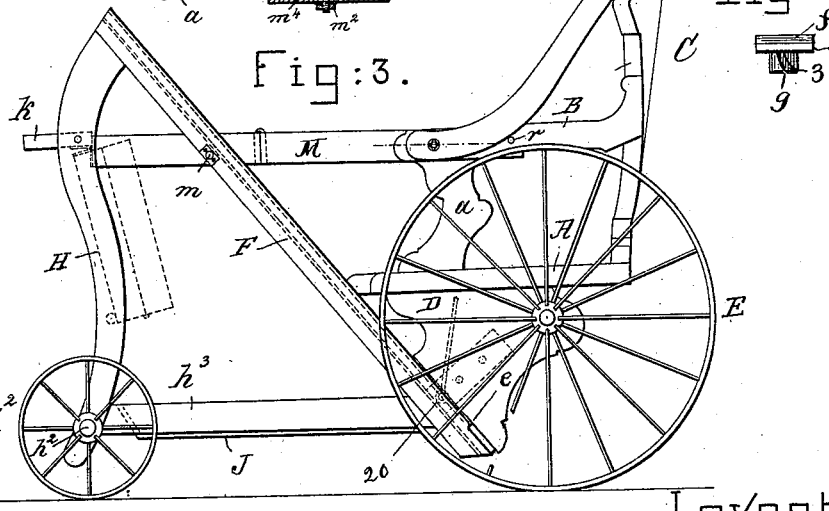
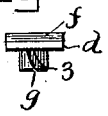


Fig: 6.



Witnesses.

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UNITED STATES PATENT OFFICE.

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CHILD'S CHAIR.

SPECIFICATION forming part of Letters Patent No. 342,841, dated June 1, 1886.

Application filed September 15, 1884. Serial No. 143,079. (No model.)

To all whom it may concern:

Be it known that I, FREDERICK A. PARKER, of Gardner, county of Worcester, State of Massachusetts, have invented an Improvement in a Child's Chair, of which the following description, in connection with the accompanying drawings, is a specification, like letters on the drawings representing like parts.

This invention has for its object to simplify and improve the construction of a child's combined high chair and carriage.

In this my invention the bottom frame constantly remains in substantially one position and is supported at its forward end by the front or small wheels, whatever the adjustment or use of the remaining parts, while the seat-frame is adapted to be raised or lowered on or with relation to the bottom frame in a diagonal direction, the seat-frame being retained in a higher or lower position thereon, as may be desired, to provide a high chair or carriage. The large or back wheels have their bearings in the seat-frame and are moved therewith in the adjustment of the parts. The small wheels serve to constantly support the forward part of the bottom frame, whether the apparatus is used as a high chair or as a carriage, the said wheels enabling the apparatus when used as a high chair to be more easily turned about.

The invention is fully described in the following description, and is particularly pointed out in the claims.

Figure 1 shows in side elevation a child's chair embodying my invention and shown as a high chair; Fig. 2, a front elevation thereof. Fig. 3 shows in side elevation the parts adjusted to serve as a carriage. Figs. 4 and 5 are details to be referred to, and Fig. 6 is a top plan view of the socket-plate detached.

The seat-frame consists preferably of the seat A, arm-supports *a*, arms B, back C, of any suitable construction, and a pair of brackets, D, secured to the under side of the seat. A pair of wheels, E, have suitable bearings in the brackets D. In the present instance the bottoms of the brackets D are beveled off and are provided with metal feet or runners *e*, (see the broken-away portion at the lower right-hand end of Fig. 3, and also Fig. 4,) which slide in grooves in the tops of the back or diagonal pieces, F, of the bottom frame, the brackets being further provided with strengthening-plates *d*, which project beyond the beveled portions of said brackets and are provided with laterally-projecting lugs *f*, which enter grooves cut in the sides of the said diagonal pieces F, to strengthen the connection of parts and prevent any lateral movement thereof, while permitting free end or sliding movement. The projecting portions of the plates *d* have raised sockets or tubes *g*, for the reception of the bent ends of the spring bail or catch G, the said bent ends forming locking-pins which enter sockets 2 (see Fig. 4) in the diagonal pieces F, to enable the seat-frame to be locked in position on the bottom frame at desired points. The ends of the projecting tubes *g* have cam-surfaces 3, (see Figs. 2, 4, and 6,) against which the spring-bail G is held, so that whenever the said bail, arranged between the brackets under the seat, as shown in dotted lines in Fig. 1, is drawn forward it rides over the cam-surfaces of the tubes, thereby causing the bent ends to be withdrawn from the pin-sockets 2 in the diagonal pieces or ways F, when the entire seat-frame may be moved in said ways.

The bottom frame consists, essentially, of of suitable diagonal pieces, F, to form ways, as set forth, and front pieces, H, preferably attached to the upper ends of the said ways, and braced and connected at their lower ends with the said ways by means of suitable rungs, *h*, and braces h^3. In the present instance each of the front or small wheels, E^2, has an independent axle, h^2, attached to the lower ends of the front pieces, H.

A rest or bottom board, J, attached to the braces h^3, serves, as indicated in Fig. 3, as a foot-rest when the parts are used as a carriage, while a step, *k*, attached to the front pieces, H, as shown, serves the purpose of a foot-rest when the apparatus is used as a high chair, as shown in Fig. 1. A two-part hinged box or folding tray, M, is pivotally connected with the front pieces, and upon being opened or extended (see Fig. 3) is locked in such position in the line of the arms of the seat-frame by means of sliding pin or bolt *m*, which

passes through the diagonal piece F, and enters a hole or socket in the side of the tray, as will be readily understood.

The folding tray may have a suitable handle or knob, *o*, (see Fig. 1,) for its easy manipulation.

To prevent movement of the tray on its hinged or pivotal connection with the front pieces when the said tray is closed, the front pieces may be provided with stops, as shown in dotted lines, Figs. 1 and 3.

A handle, R, is pivoted to the arms B, and rests against the front pieces, H, out of the way when the parts are used as a high chair, while when used as a carriage the handle is swung on its pivots and rests upon a pair of stop-pins, *r*, projecting from the sides of the arms B, as shown in Fig. 1.

When the apparatus is used as a carriage, the rear end of the bottom frame is lifted from the floor to permit the spring-bail to be locked in the lower holes, 20, in the diagonal pieces F, when both front and back wheels will support the frame-work. (See Fig. 3.)

It is evident that the construction shown may be modified and changed to a considerable degree, and that other means than those described for holding and permitting the seat-frame to slide in the bottom frame and for locking the former at various altitudes in the latter, may be provided without departing from the spirit of my invention.

It will be noticed that the seat-frame may be locked in the bottom frame at different heights, still the bottom frame remains in substantially the same position, and that the relative position of the seat-frame with the bottom frame remains unchanged.

Whenever desired the seat-frame with its attached wheels and handle may be entirely removed or disconnected from the bottom frame and be used as a two-wheeled cart or carriage, this handle R and arms B at such times being firmly connected together by means of the nut m^2 on the bolt m^3, which serves as the pivot for the handle, there being attached to the said handle and arms B notched plates m^4 m^5, the teeth of which may be made to engage each other when the handle is in the position in which it is desired that it shall be secured.

I do not claim the combination, with the slides on bottom frame and wheels attached thereto, of the seat provided with a pair of wheels and adapted to slide on and be secured in different positions upon said slides or bottom frame, since I am not the prior inventor thereof.

I claim—

1. The combination, with a bottom frame provided with ways having the bolts *m* and a seat-frame adapted to be moved and locked in various altitudes in the said ways, of the folding tray hinged to the bottom frame, as shown, and adapted to be opened and retained in extended position, substantially as described.

2. The combination, with a bottom frame provided with ways having sockets 2, as specified, of a seat-frame adapted to slide in the ways, as set forth, and having plates *d*, provided with the cam-faced socket-tubes and the spring bail or lock G, substantially as specified.

In testimony whereof I have signed my name to this specification in the presence of two subscribing witnesses.

FREDERICK A. PARKER.

Witnesses:
THATCHER B. DUNN,
F. S. WHITTEMORE.